Kanpur were discontinued by Indian Airlines in May, 1992. It is, however, upto the airlines to provide air services to specific places depending upon the traffic demand and commercial viability subject to compliance with the route dispersal guidelines issued by the Government.

Category III-A landing system at IGIA

5. DR. Y. LAKSHMI PRASAD;
SHRI NANA DESHMUKH:
SHRI K. RAMA MOHANA RAO:
SHRI RAMA MUNI REDDY SIRIGIREDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the new fog landing system introduced at the Indira Gandhi International Airport at New Delhi did not work properly during the begining of January, 2002;

(b) whether it is a fact that Indian Pilots are untrained to make use of CAT III (A) system; and

(c) the remedial steps taken in the matter to maintain punctuality of the flight timings?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) The CAT-IIIA Instrument Landing System (ILS) installed at Indira Gandhi International Airport, New Delhi has been working satisfactory since the date of its commissioning i.e. 25th December, 2001.

(b) Yes, Sir. Indian Pilots are presently untrained to make use of CAT-IIIA operations. Since the CAT-IIIA ILS at Delhi airport has been commissioned only in December 2001, Air India and Indian Airlines are planning to train their pilots for CAT-IIIA operations.

(c) The operations department of Airlines closely monitor the weather at Delhi, analyses the forecast and re-schedules flights likely to be affected due to visibility conditions in Delhi, in consultation with other concerned departments for the disposal of stranded passengers.